COMMERCE AND FINANCE

LITTLE NET CHANGE IN COTTON

Bearish Week-End Statistics Were Offset by Good Buying of March by Brokers Believed to Represent Large Spot Interests—Trading Not Active.

New York, Feb. 17.—The cotton market opened steady at an advance of 3 points to a decline of 1 point. The improvement on near months was due to the higher cables, while the market eased off as the call progressed and shortly afterwards showed a net loss of about 2 points on active months as a result of bearish week-end statistics. Brokers believed to represent large spot interests were good buyers of March, however, and this tended to steady the market, which rallied to about the opening figures during the middle of the morning. Trading was not active.

Receipts of cotton at the ports to-day 21,433 bales against 17,125 last week and 20,998 last year. For the week (estimated) 120,000 bales, against 133,020 last week and 115,833 last year. To-day's receipts at New Orleans 7,417 bales against 4,354 last year, and at Houston 4,121 bales against 3,490 last year.

BEARS RAID STOCK MARKET.

Successful Attack Forced Decline of 1 to 2 Points Throughout the List, Recent Speculative Favorites Suffering Most Heavily.

New York, Feb. 17.—Severe declines resulted from the active trading of the two hour-session to-day. The selling was made up of heavy speculative liquidation combined with a well-centered bear attack on the market which was credited to the generalship of a veteran professional operator with the prestige of many successful bear campaigns in the past. The moment evidently was propitious for the success of the attack. The bank statement proved more favorable than had been expected. The principal interest attached to the loan item and the contraction reported of $9,616,600 was in contrast with the fears that the heavy bond flotations of the week must have caused a large expansion of banking credits. The severest pressure to-day centered naturally upon the recent speculative favorites, so that the widest declines are found in Reading, Union Pacific, Smelting, Colorado Fuel, Amalgamated Copper, the Hill railroad group, Brooklyn Rapid Transit and others which have been most prominent in the excessive speculation of late. The decline in prices, however, was general throughout the list to the extent of between 1 and 2 points. The feverish rallies at the last evidently were due to hasty profit-taking by the successful bears and the closing tone was unsettled and weak.

Total sales of bonds, par value, $1,290,000.

Total sales, 987,200 shares, including: Amalgamated Copper, 84,800; American Cotton Oil, 2,000; American Smelting, 50,600; American Tobacco, 500; Anaconda Mining, 22,000; Atlantic Coast Line, 1,200; Chesapeake & Ohio, 4,200; St. Paul, 21,300 Louisville & Nashville, 7,600; Norfolk and Western, 2,300; Reading, 69,800; Southern, 37,500; preferred, 1,000; Tennessee Coal & Iron, 500; Union Pacific, 141,500; United States Steel, 134,500; preferred, 21,400; Virginia-Carolina Chemical, 400; Sloss-Sheffield Steel, 400.

New York Cotton.

New York, Feb. 17.—Spot cotton closed quiet, middling uplands, 11.25, middling gulf, 11.50, sales, 400 bales.

Futures opened steady and closed barely steady. Quotations ranged as follows.

	Open	High	Low	Close
Feb.	10.20			10.24
March	10.22	10.26	10.08	10.08
April				10.22
May	10.34	10.34	10.17	10.17
June	10.38	10.38	10.25	10.26
July	11.06	11.07	11.00	11.00
August	10.93	10.93	10.82	10.87
Sept	10.[illegible]			10.70
October	10.42	10.44	10.40	10.38
Nov	10.42			10.42
Dec.	10.50	10.50	10.48	10.43

Losses of 2 to 3 Points at New Orleans.

New Orleans, Feb. 17.—Spot cotton quiet, sales 2,300 bales, including 550 to arrive and 500 f.o.b. Quotations unchanged; middling, 10 11-16.

Futures opened with the active position 2 points off. The market was quiet, and featureless. The trading continues very light with scarcely enough doing to make quotations. The close was easy, the list showing net losses of 2 to 3 points.

Liverpool Cotton.

Liverpool, Feb. 17.—Cotton, spot, in fair demand; prices three points lower; American middling fair, 6.28, good middling, 5.94, middling, 5.80, low middling, 5.52, good ordinary, 5.34, ordinary, 5.28. In sales of the day were 8,000 bales of which 1,000 were for speculation and export and included 7,500 American. Receipts 12,200 bales, all American. Futures opened quiet and steady and closed firm. American middling, l. m. c.—February, 5.56, February and March, 5.56, March and April, [illegible], April and May, 5.80, May and June, 5.82, June and July, 5.85, July and August, 5.86, August and September, 5.87, September and October, 5.87, October and November, 5.63, November and December, 5.62.

Hayward, Vick & Clark's Cotton Letter.

Furnished By the Cotton Exchange and Board of Trade.

New Orleans, Feb. 17.—The cotton market was a regular week-end affair to-day. No new features were brought to light and the market lost to some extent its good undertone on what looked like realizing longs. The secret of the present dullness seems to be that it is too late to attempt to do much of anything with the old crop and too early to operate in the new crop. Until new developments come to light there will probably be a lack of enthusiasm among the bulls and bears.

On the opening prices were two points off in spite of favorable Liverpool cables which told of an advance of two points in futures where unchanged prices were looked for and sales of 8,000 bales of spots, which was good trading for a Saturday, and an addition of 2,000 bales to the spot sales of yesterday. Soon after the opening prices improved until they were three and four points above the level of yesterday's closing but at the higher levels selling set in afresh and the active positions were driven down until they were six points below the highest prices of the day and two and three points lower than yesterday's closing. This carries the trading up to 11 o'clock.

The week-end figures are bearish, but little attention was paid to them. Liverpool evidently saw nothing in spinners takings of 249,000 bales to sell cotton on. Several days ago we called attention to the fact that if average weekly mill takings were only 225,000 bales during the remainder of the season the impossible feat of consuming more cotton than had been raised would be performed.

CHARLOTE COTTON MARKET

February 18.

These figures represent prices paid:

Good middling	11
Strict middling	11
Middling	11
Good middling, tinged	10½
Stains	9¼@10

COMPARATIVE PORT RECEIPTS.

	Yesterday	Last Year
Galveston	11,916	3,932
New Orleans	7,471	4,354
Mobile	92	316
Savannah	1,313	1,596
Charleston	74	104
Wilmington		516
Norfolk	261	792
New York		131
Boston	35	49
Philadelphia		77
Pacific Coast		9,127
Total		20,998

ESTIMATES.

	To-day	Last Yr.
New Orleans	5,500@7,000	5,178
Houston	3,750@4,250	2,824
Galveston		4,844

INTERIOR RECEIPTS.

Memphis		884
Augusta		683
St. Louis	3,613	847
Cincinnati		435
Houston	4,121	3,490

CHICAGO PRODUCE

WHEAT.	High.	Low.	Close.
Sept.	81½	80⅝	80⅝
July	82¼	81⅜	81½
May	83½	82⅝	82¾
CORN—			
July	43½	43⅛	43¼
Sept.	44	43⅝	43⅝
May	43	42⅝	42⅝
OATS—			
Sept.	28	27¾	27⅞
July	29¼	28⅞	28⅞
May	29¾	29½	29½
PORK—			
May	15.90	15.70	15.80
July	15.60	15.40	15.45
LARD—			
May	7.90	7.82	7.82
July	8.00	7.92	7.92
Sept.	8.10	8.05	8.05
RIBS—			
May	8.30	8.20	8.27
July	8.37	8.27	8.30

CHARLOTTE PRODUCE

(Corrected daily by J. W. Zimmerman Company.

Chickens—Spring	12 to 25
Hens—Per head	30 to35
Ducks	25
Eggs	15 to 16
Rye	80
Oats—Feed	47½ to50
Corn	66 to 68
Cotton seed	25½
Oat Seed	50 to 55

PORT MOVEMENT.

New York, Feb. 17, 1906.

Galveston firm	10⅞
New Orleans steady	10 11-16
Mobile steady	10⅝
Savannah quiet	10½
Charleston firm	10½
Wilmington steady	10½
Norfolk quiet	11
Baltimore nominal	11⅛
New York quiet	11⅝
Boston quiet	11⅝
Philadelphia steady	11⅝

INTERIOR MOVEMENT.

Houston quiet	10⅞
Augusta quiet	11
Memphis steady	10⅞
St. Louis steady	10 15-16
Cincinnati	—
Louisville firm	11⅛

CLOSING STOCK LIST.

New York, Feb. 17, 1906.

Adams Express	247
Amalgamated Copper	110⅝
American Car & Foundry	42¾
American Car & Foundry Pfd.	101
American Cotton Oil	34¾
American Cotton Oil Pfd.	92
American Express	230
American Hide & Leather Pfd.	37
American Ice	44½
American Ice Pfd.	—
American Linseed Oil	23¾
American Linseed Oil Pfd.	45½
American Locomotive	71¾
American Locomotive Pfd.	115½
American Smelting & Refng.	163
American Smelting & Refng. Pfd.	123
American Sugar Refining	140¼
American Tobacco, Pfd. certif.	104⅝
Anaconda Mining Co.	27¾
Atchison	89
Atchison Pfd.	103
Atlantic Coast Line	159½
Baltimore & Ohio	109⅝
Baltimore & Ohio Pfd.	97
Brooklyn Rapid Transit	70½
Canadian Pacific	171½
Central of New Jersey	215
Chesapeake & Ohio	55⅝
Chicago & Alton	39
Chicago & Alton Pfd.	75
Chicago Great Western	21
Chicago & Northwestern	230
Chicago, Mil. & St. Paul	179½
Chicago, Terminal & Trans.	15¾
Chicago Terminal & Trans. Pfd.	36
C., C., C. & St. Louis	100
Colorado Fuel & Iron	62¾
Colorado & Southern	32¾
Colorado & Southern 1st Pfd.	73¾
Colorado & Southern 2nd Pfd.	59½
Consolidated Gas	175
Corn Products	17⅝
Corn Products Pfd.	56½
Delaware & Hudson	206
Delaware, Lackawanna & West.	445@450
Denver & Rio Grande	43½
Denver & Rio Grande Pfd.	88
Distillers' Securities	50
Erie	42¾
Erie 1st Pfd	77¼
Erie 2nd Pfd.	70
General Electric	169¾
Hocking Valley	90@110
Illinois Central	171¾
Iternational Paper	22
International Paper Pfd.	84½
International Pump	33
International Pump Pfd.	89
Iowa Central	31
Iowa Central Pfd.	58
Kansas City Southern	30¼
Kansas City Southern Pfd.	60¾
Louisville & Nashville	146⅞
Manhattan L.	158½
Metropolitan Securities	69¼
Metropolitan St. Ry.	116½
Mexican Central	23¾
Minneapolis & St. Louis	74
Minn., St. P. & Sault Ste. M.	152½
Minn., St. P. & Sault. St. M. Pfd	177
Missouri Pacific	99¾
Missouri, Kansas & Texas	34⅝
Missouri, Kansas & Texas Pfd.	68
National Lead	83½
National R. R. of Mexico Pfd.	37½
New York Central	147⅞
New York Ontario & Western	50¼
Norfolk & Western	87
Norfolk & Western Pfd.	90
North American	100⅞
Pacific Mail	46¾
Pennsylvania	138¾
People's Gas	98½
Pittsburg, C., C. & St. Louis	80
Pressed Steel Car	48½
Pressed Steel Car Pfd.	100¼
Pullman Palace Car	238
Reading	131⅝
Reading 1st Pfd.	94¼
Reading 2nd Pfd.	89
Republic Steel	33⅛
Republic Steel Pfd	104½
Rock Island Co.	25⅝
Rock Island Co. Pfd	64¾
Rubber Goods	—
Rubber Goods Pfd	—
St. Louis & San Fran. 2nd Pfd.	45
St. Louis Southwestern	24⅞
St. Louis Southwestern Pfd.	56¼
Southern Pacific	84⅝
Southern Pacific Pfd.	117½
Southern Railway	37¼
Southern Railway Pfd.	99
Tennessee Coal & Iron	152
Texas & Pacific	35⅝
Toledo, St. Louis & West	35¼
Toledo, St. Louis & West. Pfd.	54½
Union Pacific	150
Union Pacific Pfd.	97⅝
United States Express	124
United States Leather	—
United States Leather Pfd.	—
United States Realty	—
United States Rubber	49½
United States Rubber Pfd.	103½
United States Steel	41⅛
United States Steel Pfd.	103⅝
Virginia-Carolina Chemical	47⅝
Virginia-Carolina Chemical Pfd.	114
Wabash	22
Wabash Pfd	41½
Wells-Fargo Express	230
Westinghouse Electric	160
Western Union	93¼
Wheeling & Lake Erie	19⅛
Wisconsin Central	29
Wisconsin Central Pfd.	67½

NEW YORK BONDS.

New York, Feb. 17, 1906.

U. S. refunding 2s, registered	102¼
U. S. refunding 2s, coupon	102¼
U. S. 3s, registered	102½
U. S. 3s, coupon	102½
U. S. Old 4s, coupon	103¼
U. S. Old 4s, registered	102¾
U. S. New 4s, registered	129¼
U. S. New 4s, coupon	129½
American Tobacco 4s	78⅞
American Tobacco 6s	115⅝
Atchison general 4s	104⅝
Atchison adjustment 4s	96¼
Atlantic Coast Line 4s	102
Baltimore & Ohio 4s	104⅝
Baltimore & Ohio 3½s	94
Brooklyn R. T. c. 4s	86
Central of Georgia 5s ofd.	114½
Central of Georgia 1st Inc.	95¼
Central of Georgia 2nd Inc.	86½
Central of Georgia 3d Inc.	82
Chesapeake & Ohio 4½s	108⅞
Chicago & Alton 3½s	81
Chicago, B. & Quincy new 4s	100⅝
Chicago, R. I. & Pacific R. R. 4s	80
Chicago, R. I. & Pacific R. R. col. 5s	92
C., C., C. & St. Louis gen. 4s ofd.	100
Colorado Industrial 5s Ser. A	77½
Colorado Industrial 5s Ser. B	76
Colorado Midland 4s ofd	77
Colorado & Southern 4s	94½
Cuba 5s ofd.	107½
Denver & Rio Grande 4s	100⅝
Distillers' Securities 5s	86⅝
Erie prior lien 4s	100½
Erie general 4s	92½
Hocking Valley 4½s	108½
Japan 6s	100¼
Japan 6s, 2nd Series	100
Japan 4½s	92
Japan 4½s certificates 2nd Series	90⅝
Louisville & Nash. Unified 4s	103⅝
Manhattan consol gold 4s	102½
Mexican Central 4s	80
Mexican Central 1st Inc.	23½
Minn. & St. Louis 4 s	97
Missouri, Kansas & Texas 4s	100½
Missouri, Kansas & Texas 2nds	89½
National R. R. of Mexico consol 4s	88
New York Central gen. 3½s	98¼
New Jersey Central general 5s	121⅞
Northern Pacific 4s	104¾
Northern Pacific 3s	76⅝
Norfolk & Western consol 4s	101
Oregon Short Line rfdg. 4s	95⅞
Penn. cv. 3½s	102
Reading General 4s	101½
St. Louis & Iron Mountain consol 5s	112½
St. Louis & San Francisco fg. 4s	87
St. Louis S'western con. 4s	81
Seaboard Air Line 4s ofd.	91¼
Southern Pacific 4s	94⅞
Southern Pacific 1st 4s certificates	97½
Southern Railway 5s	118
Texas & Pacific 1st s.	123
Toledo, St. L. & Western 4s ofd.	84½
Union Pacific 4s	104½
Union Pacific cv. 4s	149
U. S. Steel 2nd 5s	99
Wabash 1sts	116¼
Wabash Deb. B.	77¼
Western Md. 4s	88¼
Wheeling & Lake Erie 4s ofd.	93½
Wisconsin Central 4s	93¼

TWO YEARS IN PENITENTIARY.

John Smiley, Convicted of Manslaughter, Begins Sentence—Young Printer Killed by Train—Raleigh News.

Observer Bureau,
122 South Dawson street,
Raleigh, Feb. 17.

Deputy Sheriff Nolan, of Haywood county, brought to the penitentiary John Bailey, a white man who was sentenced to two years for manslaughter, having on Christmas day killed a white man by the name of Caldwell.

Governor Glenn is in receipt of a letter requesting his good offices with the prison authorities in behalf of road imprisonment in Duplin county. This movement is starting all over the eastern part of the State, as the people are awakened to the fact that good roads are one of the chief essentials of a section's growth and progress.

Governor Glenn left this morning for Newbern, where he will to-morrow be the guest of the Methodists of that city, and deliver one of his characteristic addresses. Governor Glenn will go from Newbern to Wilmington Monday, where he will deliver an address before the W. C. T. U. of that city at a special anniversary meeting of that body.

Postmaster Bailey announces four rural free delivery carriers for the State at Fayetteville, Mocksville and Statesville, effective April 2nd, and at Polkton, effective March 15th.

President C. C. Moore, of the cotton association, announces that B. Dixon Armstrong, assistant secretary of the national organization, will visit Raleigh in a few days.

The secretary of State to-day chartered The Times-Herald Printing Co., Littleton, $1,000 capital stock, S. O. Thorne, of Atlanta, Ga.; W. H. Thorne, Airlie; B. R. Browning, T. J. Miles and E. Johnston, all of Littleton, and twelve others from the same place, stockholders. The company will publish a weekly newspaper and conduct a general printing business.

General Freight Agent Walk, of the South & Western Railroad, is in the city looking after the freight tariff of his road with the North Carolina corporation commission. Mr. Walk reports that great progress in now being made, and that 2,000 men are daily at work pushing construction.

News was received in Raleigh of the death of John Wesley Clark, a young man, 22 years old, this morning at Osborne, where it is supposed he fell from a Seaboard passenger train last evening, having left Raleigh for Savannah, Ga., to accept a position there. Clark came to Raleigh from Lynchburg, Va., the first of the year and had been in the employ of E. M. Uzzell & Co., State printers, where he worked as a compositor. Identification of the unfortunate young man was made possible by the union card which he carried in his pocket. It is stated that the injured man was found this morning at the side of the railroad track, and died soon after discovery. His remains were brought to Raleigh to-night.

Cary G. Thompson, son of Mrs. J. M. White, of Apex, was to-day killed by the overturning of an engine, at Holly Springs, a station on the Cape Fear & Northern Railroad, in Wake county. Conductor Thompson had carried in his train, a passenger, and was sent back from Apex to take up some extra cars. He was riding in the engine when it was overturned resulting in his death. The dead man was about 30 years old, was married, and in addition to his mother, is survived by his wife and two children.

MILLION BUSHELS GRAIN BURN.

Big Duluth Elevator Partly Destroyed by Fire of Unknown Origin—Loss $1,000,000.

Duluth, Minn., Feb. 17.—The wooden working house of the Duluth grain elevator of the H. Peavy & Co., of Minneapolis, to-night was burned to the ground with its contents, consisting of about 1,000,000 bushels of grain, principally wheat. Loss is $1,000,000, covered by insurance. The elevator was known as the "P. V." and it is the receiving and shipping house for the concerns. The origin of the fire is as yet unknown.

PROPOSE RAILROAD TO TAMPA.

Atlanta Promoters Make Proposition to Board of Trade of Florida City.

Tampa, Fla., Feb. 17.—H. M. Atkinson, Martin F. Armorous and P. S. Arkwright, Atlanta capitalists, to-day made a proposition to the Tampa board of trade for building a railroad from Brooksville, Fla., to Tampa with the ultimate purpose of extending it northward to Atlanta and other points. They made a statement of what aid they would expect from this city, which the board has taken under consideration. The capitalists made enthusiastic speeches about the proposed road, which it to be known as the Tampa Northern. They are being entertained by citizens.

At a meeting of the board of directors of the Nashville, Chattanooga & St. Louis Railway in Nashville yesterday. Major E. C. Lewis, of Nashville, was elected acting president and John W. Thomas was chosen a member of the board to succeed his father, the late Major Thomas W. Thomas.

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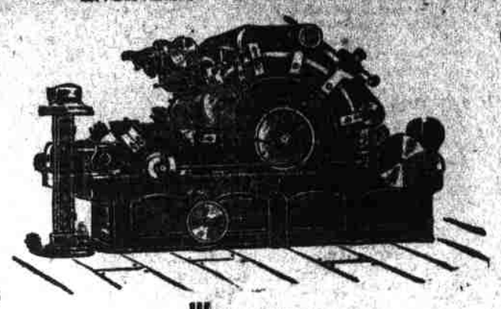
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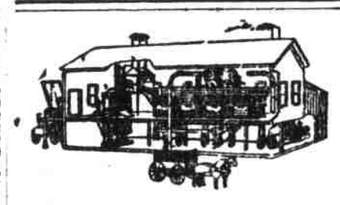
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